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## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the Application of:

JAMES R. WHITNEY

Serial Number: 940,055

7  
Prior Art

Filed: December 10, 1986

Art Unit: 356

For: RAIN DRAINAGE GROOVES IN A  
ROAD AND APPARATUS FOR MAKING  
THEM

Examiner: LETCHFORD

## PRIOR ART STATEMENT

Commissioner of Patents and Trademarks  
Washington, D.C. 20231RECEIVED  
JUN 17 1987  
GROUP 350

Attached hereto is PTO Form 1449 listing prior art documents. Copies of these documents accompany this Statement.

This citation of references is not a representation that these references constitute a complete or exhaustive listing of the prior art, or that it necessarily includes the closest or most relevant art. It is simply a voluntary citation of references made in good faith which is not intended to serve as a substitute for the Examiner's search, but only to assist him in focusing on the field of search and in making as thorough a search as possible.

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Attachments: Form PTO 1449 and References



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## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

JUN 15 1987

In re Application of:

JAMES R. WHITNEY

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GROUP 350

## AMENDMENT

COMMISSIONER OF PATENTS & TRADEMARKS  
WASHINGTON, D.C. 20031Responsive to the Action of May 15, 1987, please amend  
this application as follows:IN THE CLAIMS:

Amend Claims 1, 7, 10 and 11 as follows:

8. ~~1. (Amended)~~ An apparatus for forming grooves in the surface of a road, the apparatus including, a frame adapted to be attached to and carried by a vehicle, a rotatable cutting cylinder mounted on the frame for rotation about its longitudinal axis, said axis being substantially horizontal, and being at an angle to the longitudinal direction of the road, means carried by the frame for moving said cylinder alternately up and down, and means carried by the frame for rotating said cylinder, the cutting cylinder moving alternately up and down as it rotates about its longitudinal axis, whereby the apparatus forms a plurality of parallel grooves in the surface of a road as the frame is carried along the road at substantial uniform speed without stopping and indexing as each individual groove is cut in the road surface [.] each groove being of a shape complementary to a portion of the curved surface of the cutting cylinder.

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